



# PROMISE SUPPORT TO WILSON

Continued from First Page.

The House, through affirmative action, will express its resolution of support to the President's policy.

**SPECIAL NOTICE.**

**ASK FOR GET HORLICK'S THE ORIGINAL MALTED MILK**

Cheap substitutes cost YOU same price.

**"Personally Conducted"**

**Economy Trips to California**

If you can go to California in a comfortable sleeping car, at the most interesting scenic route, at a great saving in expense, and in charge of a Special Conductor, paid to look after details and explain the points of interest, then you will spend a lot of money on costly "limited" train service. You can go on a Burlington Tour "Personally Conducted" Party. That way is not only much more economical, but much more interesting as well. Through Colorado at no extra cost.

You will be interested in learning the expense of this trip is well within your reach. Just call or write and I will gladly explain all the details.

Also, New England Passenger Lines, C. & N. E. R. R., Washington, D. C., Boston, Albany, etc.

**Filene's Automatic Bargain BASEMENT**

THE AUTOMATIC PLAN. The first price on every lot in this basement is the automatic price. It is the price you get when you buy. It is the price you get when you buy. It is the price you get when you buy.

## Ways We Let You Save Dollars In Filene's Basement

—Carry home packages, or pay small delivery charge; pay cash for everything; practically wait on yourself; save indirectly because goods cannot be returned for exchange or refund only within 48 hours; try on new shoes yourself; walk on floors without carpets, etc.

**All the money saved goes to you in lower prices—For example, TOMORROW:**

**NEW Silk Dresses \$13.95**

Good value for the money. These dresses are made of the finest silk and are very stylish. They are a real bargain at this price.

**NEW Spring Suits \$10**

Now, nothing more attractive than these suits. They are made of the finest fabric and are very stylish. They are a real bargain at this price.

**Lingerie Waists \$1**

These waists are made of the finest fabric and are very stylish. They are a real bargain at this price.

**NEW Sample Coats \$6.75**

These coats are made of the finest fabric and are very stylish. They are a real bargain at this price.

**NEW Cloth Dresses \$3.35**

These dresses are made of the finest fabric and are very stylish. They are a real bargain at this price.

**Combinations 63c**

These combinations are made of the finest fabric and are very stylish. They are a real bargain at this price.

**HUNDREDS OF OTHER BARGAIN LOTS**

**HUB-MARK RUBBERS**

The World's Standard Rubber Footwear

Here's a rubber with an extra tough heavy sole and heel that makes it outwear ordinary rubber shoes. A service rubber for men, women, boys and girls who walk a lot.

One of the most popular of the famous Hub-Mark Rubbers. Note the special heel and sole.

Hub-Mark Rubber Footwear is made in a wide variety of kinds and styles to cover the stormy weather needs of men, women, boys and girls in town or country.

The Hub-Mark is your value mark.

# WAR SUMMARY

## U-BOATS SINK TWO BRITISH SHIPS

Continued from First Page.

Germany's U-boat war on British shipping, as per warning, began on time, as was expected, but the significant feature of its first demonstration was the way the campaign was opened right in England's front yard, so to speak. Two British merchantmen, the Thurnal and the Malva, were torpedoed. The Malva was sunk off the Kentish coast. The quick start of the submarine operations after the time set by Germany had expired showed that the Teuton U-boats had been sent out well ahead of time with advance orders to start in on the hour. London cables indicate that England has a mental picture now of unnumbered sea-divers waiting in British waters for merchant prey.

Military experts are describing the Verdun situation now as a "hull in the proceedings." This is merely comparative, meaning that the terrible battering by the German forces, the record rain of shells and the desperate infantry charges, with their horrible mortality, have slackened. French official dispatches report the enemy bombardment as having "less intensity." But the Teuton line has been shoved farther forward east of Verdun, so that Verdun is now half-encircled from northwest to southeast.

While Verdun is not the gateway to Paris, it is of enormous importance for the French to hold and the Teutons to take. Henri Berenger of the French Senate said today that the fortress is the key to the heights of the Meuse and must be held at any price.

There is a rising note of expectation in all dispatches, looking toward decisive action any time. The impression is gained that the Germans are to attempt another of their wholesale attacks, probably from the eastern approach, but French officials maintain that the heights of the Meuse River can never be stormed, not even by such death-defying troops as those Brandenburgers who rushed to destruction at Douaumont.

Details of the Verdun fighting contain more and more awful pictures of the way man is butchering his brother-man. At some points corpses lie in walls over a yard high. In the Caures woods French engineers mined a stretch of the hill, then retreated. The Teutons rushed hotly after them, and the Teutons were out of the mined area and the Teutons were in it, a man in the French engineers' office simply pushed a button. The whole mined section was blown up and the Germans with it.

While the opening of the German U-boat campaign and the sudden call by President Wilson for a congressional show-down on the merchant ship question are the high lights just now in maritime matters, a shipping development in Italy has lively possibilities. When Italy declared war on Austria it seized twenty Austrian ships which were in Italian ports. There have been thirty-seven German ships interned in Italian ports. The Italian government has requisitioned thirty-four of these. The question arises: Is this the beginning of war between Italy and Germany, too?

**Gunnerymen Unable to Locate U-Boat**

Paris, March 1.—Gun crews of the French auxiliary cruiser La Provence remained at their posts while the vessel was slowly steaming, hoping to get a shot at the submarine that had torpedoed their vessel, but without avail.

The Marine Ministry stated that La Provence was being used to transport troops to Albania when it was sunk, as the ship was able to carry more than 2,200 persons it was feared to board perished. The known crew stood at 570.

**SPRING STYLES**

**In Pictorial Review Patterns**

Jackets with Flaring Peplums—Wide Flare Skirts—Voluminously ruffled Skirts—Waistless Sports Coats with Wing Pockets—New Draped Jumpers—Prize, demurely Close-fitting Corsettes—

Illustrations of various clothing patterns.

# U-BOATS SINK TWO BRITISH SHIPS

Continued from First Page.

It is believed that there are at least a score of German submarines in the waters around the British Isles, the line of hostile operations against the Atlantic, the way from the Atlantic to the North Sea.

Colocation with the beginning of the Teuton U-boat warfare, Lord Robert Cecil, Minister of War, said, in London, a statement giving the British view of the status of merchant shipping, which it is believed that the German merchantmen have been instructed to take the offensive against.

The British view has always been that deliberately aimed merchantmen must not fire on submarines, on any other warships, except in self-defense. The German have violated a passage in a document which they issued, in which they stated that merchant vessels must not fire on submarines, but that they may fire on any other warships, except in self-defense.

**ITALY'S ARMED.**

Giuseppe Verdi, said today from New York, that he was in New York, that he was in New York, that he was in New York.

**GOOD-BYE, RHEUMATISM, BACKACHE, WEAK KIDNEYS**

All unhealthy bodies and the unbalanced and misty which matter if you are not promptly, go to your druggist and get a box of GOLD MEDAL Haemorrhoid Ointment. Haemorrhoid Ointment is a standard remedy for all kidney and bladder troubles, when used. It is imported direct from the ancient laboratories at Haemorrhoid Ointment, Haemorrhoid Ointment, Haemorrhoid Ointment.

**GILCHRIST'S**

**Price of 1/2 Sale of Brass and Iron Bedsteads**

Nearly one hundred beds in this lot and all regular sizes. Only one of each on some patterns and also a larger quantity on other styles. These extraordinary low prices were made to insure an immediate clearance. Take advantage!

|                                            |                                                 |                                      |                                      |
|--------------------------------------------|-------------------------------------------------|--------------------------------------|--------------------------------------|
| <b>\$6.00 Iron Beds</b><br>\$3.00          | <b>\$6.75 Iron Beds</b><br>\$3.37               | <b>\$7.50 Iron Beds</b><br>\$3.75    | <b>\$8.50 Iron Beds</b><br>\$4.25    |
| <b>\$11.00 Massive Iron Beds</b><br>\$5.50 | <b>\$13.50 Square Posts Iron Beds</b><br>\$6.75 | <b>\$11.00 Brass Beds</b><br>\$5.50  | <b>\$27.50 Brass Beds</b><br>\$13.75 |
| <b>\$20 Brass Beds</b><br>\$10.00          | <b>\$25 Brass Beds</b><br>\$12.50               | <b>\$27.50 Brass Beds</b><br>\$13.75 | <b>\$30 Brass Beds</b><br>\$15.00    |

**GILCHRIST'S**

**We Give and Redeem Legal Stamps**





# ALLIES BOMBARD GERMAN LINES

Continued from First Page.

today was lively on various parts of the coast, especially on the part of the enemy.

At various points the enemy carried out a bombardment which was apparently in retaliation for German shells and to cover their own dispositions. On the other hand, in the region of the Yser the West Flanders, in Champagne, and between the Meuse and the North River, the Wehr district, it seemed that they were endeavoring to damage our works. However, they failed to achieve this object.

"An English airplane was forced down near Meuse (southeast of Verdun), and the occupants were taken prisoner. Two French airplanes were also brought down, one near Verdun, and the other near the Meuse."

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## LOOKING BACKWARD 60 YEARS

An Interesting Bit of History Everybody Should Know

One of the interesting places in Lowell, Mass., is the old apothecary shop on Merrimack street, established in 1827. This location is still a drug store, although of course modernized in many departments. The old prescription books, however, have been preserved and form an interesting record covering nearly a century.

Perhaps one of the most interesting books is that of the year 1855, is written in the original handwriting of John's Medicine. This prescription was compounded for the Reverend Father John O'Brien at the old drug store on that date, and was so successful in treating Father John's illness, that he recommended the medicine to his friends and parishioners. In going to the drug store and calling for the medicine, they always asked for Father John's Medicine, and in this way the medicine got its name and was advertised.

Father John's Medicine is a safe family remedy for colds, coughs, throat troubles, and as a tonic and body builder, because it does not contain opium, morphine, chloroform, or any other poisonous drugs, or alcohol, but is all pure, wholesome, nourishing, and invigorating.

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# Kaiser's Supreme Effort, Say Experts

Paris, March 1.—Military critics agree that Germany is now engaged in her supreme effort on the west front, but the causes which led up to it are political as well as military.

The best informed critics hold that the following are the chief reasons which impelled Germany and her advisers to begin the offensive on the west front, which they are now endeavoring to sustain.

1.—To offset the long-heralded Spring drive of the allies, for which preparations have been going on all winter.

2.—Germany's failure to crush Russia and establish peace with that country.

3.—Political effect upon Greece and Rumania, both of which are now wavering.

4.—Prevent transportation of troops into Greece for an allied offensive against the German, Bulgarian and Austrian forces in Serbia.

5.—To offset the Russian victories in Armenia and Persia.

6.—To win a decisive victory at Verdun, and thus elevate the prestige of the Crown Prince.

7.—Moral influence at home and abroad, as showing that Germany is not nearing exhaustion as regards men and munitions.

It is understood that both Field Marshal von Hindenburg and General von Falkenhayn agreed at a meeting at the Kaiser's headquarters that the offensive against Russia instead of the allies, but they were overruled by the Kaiser.

# BEHIND THE SCENES FOR SLAYING BY BRIDE

By International News Service.

Port Worth, Tex., March 1.—On the morning of the age of Mrs. Charles Harrison, the girl bride who slew W. L. Warren, to "avenge her honor," depends the disposition of her case. She is now in the hands of the law.

The statement was made today that she is eighteen.

Two persons say they will try to prove she is not a minor, and therefore not entitled to the protection the law gives minors who have committed homicide. They are Mrs. Warren, father of the dead man, and J. R. Taylor, his sister.

Mr. Harrison appeared before the Grand Jury and told how she killed Warren. Her recital was a repetition of her contention of last Saturday.

His appearance and manner indicated, however, that she was a person of the class who can be trusted.

John Harrison, a young man, was arrested on the morning of the killing. He is now in the hands of the law.

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# 48 U. S. SHIPS BUILT IN MONTH

Washington, March 1.—Forty-eight vessels were built in the United States last month, according to the latest figures of the Bureau of Shipbuilding.

Navigation. Many of the new ships were of small tonnage, but some were of considerable size.

One of the largest ships built was a 10,000-ton cargo ship, built at the Bethlehem Steel Company's yard in Sparrows Point, Pa.

The ship was built for the United States Navy, and will be used for transport of troops and supplies.

The ship was built at a cost of \$1,000,000, and will be ready for service in a few weeks.

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## SAYS T. R. S COMPANY NEEDS 'MADE OF STEEL'

NEEDED \$4300 IN EGG CASES

The Shawmut Egg Company, a wholesale distributor at No. 143 Paul street, Boston, was fined \$4300 for selling eggs without a license.

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## "COUNT" DELANEY ON WAY TO BOSTON

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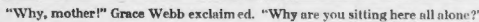








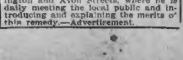
**A New Serial of Absorbing Interest by Virginia Terhune Van de Water**



## The New Materials Have Arrived

 Fab

### Modes for Both Day and Evening Employ Delicate Fabrics

[illegible]

The Plant Juice Man is at the Liggett Drug Co.'s store, corner of Washington and Avon Streets, where he is daily meeting the local public and introducing and explaining the merits of this remedy.—Advertisement.

To free yourself of wrinkles or cross-faces there's nothing better than the saxolite lotion. You need only dissolve an ounce of powdered saxolite in a half pint of witch hazel and bathe your face in the solution. The effect is quite remarkable, the lines being less in evidence even after the first application.—Advertisement.

Avoid disappointment by asking your druggist for "3 1/4 ounces of Pinex," and do not accept anything else. A guarantee of absolute satisfaction goes with this preparation or money promptly refunded. The Pinex Co., Ft. Wayne, Ind.—Advertisement.

which heal and bathe your face in the solution. The effect is quite remarkable, the lines being less in evidence even after the first application.—Advertisement.

action goes with this preparation of money promptly refunded. The **Piner Co., Ft. Wayne, Ind.**—Advertisement.

with hazel and bathe your face in the solution. The effect is quite remarkable, the lines being less in evidence even after the first application.—Advertisement.





# SAYS N. H. ALONE COULD HANDLE ALL FREIGHT

I. H. Kenfield, general freight manager of the New Haven Railroad, who was star witness yesterday for the road at the hearing on the road's petition to retain its Sound steamboat lines, admitted under lively cross-examination today that, if the rail and boat lines should be divorced, the New Haven would not only be able to take care of its New England freight traffic "but would increase it."

Mr. Kenfield denied competition with the Central Vermont, but admitted that the New Haven had refused a joint rate proposition. He added: "We are not a philanthropy."

The hearing is at the Boston Chamber of Commerce before John Howell, special examiner for the Interstate Commerce Commission. Tomorrow is the last Boston day. Friday the hearing will be transferred to Providence, where it will continue.

Mr. Kenfield was questioned by A. H. Klier, counsel for the Interstate Commerce Commission, and by J. L. Lurie Brown, attorney for the Department of Justice.

Q.—In case the lines were separated, would the New Haven road be able to take care of the New England freight traffic by all? A.—We not only would adjust our business to take care of the traffic, but we would increase it.

Later question by Mr. Brown—"Then you mean to say that all these facts, as expressed here by various shippers are not well founded?"

This referred to shipping witnesses who had said the present service was good and that an independent boat line would not do so well.

"I would not say," replied Mr. Kenfield, "that they should not have any fear but we would take care of the business."

"NOT A PHILANTHROPY."

The question of competition between the Central Vermont and the New Haven's rail-and-boat service kept cropping up. The witness would not admit there was competition.

Q. (by Mr. Klier)—Did the Central Vermont, attorney, or witnesses, admit rates with the Sound lines and the New Haven road of equal time, and was that proposition refused? A.—It was.

Q.—Now it is not true, you felt that, if such arrangement were made, some of the business now held by the New Haven would go to the Central Vermont? A.—Yes, we did not consider it good business to take money out of our pocket to give to another road. We are not a philanthropy.

Q.—Well then, don't you think that a state of competition might exist? A.—I think, Mr. Klier, that depends upon your interpretation of what competition means.

The privileged discussion in which Mr. Kenfield maintained a state of competition did not exist.

Q.—The creation of discrimination freight rates.

Mr. Kenfield said: "When I came to take charge of the freight traffic sixteen years ago I found a classic condition, discriminatory and unfair."

Q.—In spite of the fact that you describe the situation sixteen years ago as having been discriminatory, do those conditions still exist between the New Haven and New York on certain rates? A.—Yes, they still hold, although the lines from Fall River and New Bedford are all on a fair basis.

## WOBBEN INQUIRY STARTED BY STATE

State officials today made an investigation of the trinitrotoluene explosion which wrecked a \$100,000 building of the New England Manufacturing Company's plant at Woburn. At the same time investigators in the employ of the company examined the debris to see if there could have been some outside influence to cause the explosion. Officials of the company, however, have come to the conclusion that the explosion was accidental.

The State officials were, Deputy Chief Neal of the State Police, acting in the capacity of State Fire Marshal; State Chemist Webster and Secretary Lake of the office of the Metropolitan Fire Commissioner. With them were Chief Alderman of the Woburn Police and Medical Examiner William M. Keleher.

Superintendent Thomas J. Shannon of the plant made this statement regarding the explosion:

"After a further inquiry among the employees, I learn that the first indication they had that anything was wrong was when they noticed a distinct rise in temperature on the trinitrotoluene. This rise was constant and continued. The men (well-dressed) and in a group went to a nearby hydrant. While there the eight employees heard the explosion, and had a ton of debris fall all around them, but fortunately none was hurt."

Mayor Johnson of Woburn said he would write a letter to the company suggesting that they provide an official who would "test" reporters and give out information."

## LESS CHILD LABOR IN COTTON MILLS

Washington, March 1.—Fewer children under sixteen years of age now are employed in the cotton mills of New England and the South, than was shown by previous annual surveys of government inspectors, according to an announcement by Royal Meeker, commissioner of the bureau of labor statistics in the New England group of cotton mills there are 1,711 children under sixteen, and of that number 899 are girls. In the southern group 8,465 are employed. Of that number 4,455 are girls.

## FINED FOR HAVING SLOT MACHINES

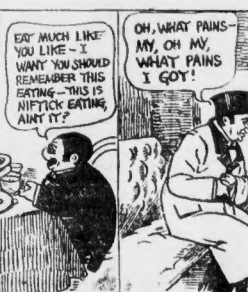
In the Somerville court today three storekeepers paid fines of \$10 each for having in their stores penny slot gambling machines. The men were Giuseppe Santostefano, Hubbard avenue, Dorchester; Carlo, Summer street and Ralph Catherine, Union square.

## BARON BEAN



## Poor Grimes! Well, Anyway, He Takes It Gamely

## ADIE THE AGENT



## He Is All Sympathy for His Friend

## JERRY ON THE JOB



## Things Were Not So Dark as They First Appeared

## POLLY AND HER PALS

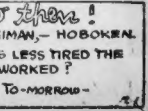
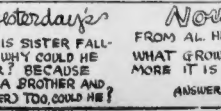
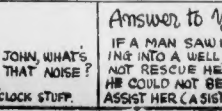
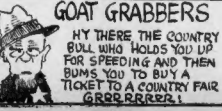


## Delicia Changes Her Mind with Her Dress

## US BOYS



## Here We Have a "Slice of Life"—the Real Stuff, No Kidding



*Continued on Next Page.*





We want those who start the fight to be well aware that if it is started they will not have the slightest chance of winning.—THOMAS A. EDISON

TRUTH, JUSTICE

# BOSTON AMERICAN EDITORIAL PAGE

PUBLIC SERVICE

Wednesday, March 1, 1916

## The Bay State Street Railway Asks the Public for Pity Because the Cost of Living Has Gone Up, But It HAS NOT GONE UP for Street Railways—On the Contrary, It Has Gone Down

FOR many months now the Bay State Street Railway has published in its cars some strong statements concerning the increase in the cost of living. Very pitifully this unhappy corporation has told its passengers that everything in America during the last twenty years has gone up but the fares which its passengers pay it for transporting them.

In much detail the increase in the cost of commodities is proclaimed in this placard, which stands across the middle of its thousand cars. Then, sadly, the railroad asks, why, if everything has gone up, should not our fares go up?

There might be some force in the argument if **EVERYTHING** had gone up. But "there's the rub." Unfortunately for the argument, but fortunately for the railroad, **EVERYTHING** has **NOT** gone up during the last twenty years. Many things, many **IMPORTANT** things that enter into the cost of operating a street railway, have **GONE DOWN, WAY DOWN.** And so many are these things and so important are they and so far down has their cost gone, that the total net cost of operating a **PRUDENTLY, HONESTLY, INTELLIGENTLY** managed street railway is less today than it was twenty years ago.

Consider just a few facts. The **AMERICAN** states them without fear of successful contradiction, but invites the Bay State Street Railway to contradict them in our columns if it wishes to do so.

Let us consider first the cost of the car. In 1890 a car body, motor and truck cost \$4,000. That car seated only twenty passengers. This means that it cost \$180 per seat. Now, in 1916, a modern car body, motor and truck costs \$6,000. But this big car seats fifty-seven passengers, more than double the number of the little old car of twenty years ago. Therefore, the cost of this car per seat is only \$105 per seat, as compared with the cost of \$180 per seat of the car twenty years ago.

Now let us take the cost of equipping a power station to make the electricity which propels the car. In 1890 the cost was \$150 per kilowatt. In 1916 it was \$40. A kilowatt is the unit measurement for electricity, like an inch in distance or a pound in weight. In 1890 it took seven and one-half tons of coal to make a kilowatt of electricity. In 1916 it takes **ONLY TWO AND ONE-HALF TONS.**

The real cost of labor has also gone down in the same proportion. In 1890 wages were twenty cents per hour. Two men per car would therefore cost forty cents. This would make it cost the company in 1890 for the wages of the conductor and motorman 1.81 cents per hour per passenger or seat. But in 1916, although wages for one hour for two men had gone up from 40 to 60 cents, the real cost of these men to the railway company has fallen from 1.81 cents per passenger per hour to 1.05 cents. This is a tremendous fall in the cost of living to the street railway, which carries millions of passengers in a year.

But this is not all. With the trailer car, which is being very belatedly introduced in Massachusetts, the modern street railway's cost of living has fallen still more. A trailer train, two cars, cost \$9,000. At the modern wage the crew would cost the railway 90 cents per hour, or only .72 cents per seat hour, as compared with 1.81 cents per seat hour in 1890. "What a fall is that!"

The art of operating street railways has steadily advanced during the last twenty years and that advance has meant a steady reduction in the cost of operation.

In a recent editorial supporting the demand of the steam railroad men for an eight-hour day, the **AMERICAN** warned the public that the public service corporations were engaged in an unremitting struggle to steal for themselves the whole benefit of the advance in the arts and sciences. Their method is simple. First they conceal and deny the fact that there is such a benefit and then by watering their stock and by fraudulent consolidations and purchases, they quietly absorb it all, so that neither the men who work for them nor the public they serve get any advantage from the inventive genius, **NOT** of railroad managers, but of the general public.

These evil practices are at the bottom of a very large part of the increase in the cost of living. It is the worst of all the schemes of exploitation of the public. It is one of the strongest arguments in favor of the public ownership of these public service corporations.

Consider the effrontery of these corporations. The case of the Bay State is typical. It not only steals from the public all the benefit of the **DECREASED** cost of operating a street railway, but it actually pretends that this cost has increased and bases a demand for more tribute from the public upon that **PRETENDED INCREASE!**

## Congressman Gallivan Is Consistent

CONGRESSMAN GALLIVAN'S attitude toward the President's flop on the question of armed belligerent vessels is entirely consistent with his own past conduct.

When the President, in violation of his party platform, flopped on the Panama toll question, Mr. Gallivan did not support him, though Mr. Gallivan was a Democrat and President Wilson was the party leader. Congressman Gallivan remained true to the party promise then, as today he remains true to the real policy of peace which the President has affected to preserve but which now he abandons.

This country wants no "peace at any price," nor do we want war at any price. Congressman Gallivan will undoubtedly find that he has the approval of his district.

## In-Shoots

City beautiful talk from the man who allows rubbish to accumulate in his once proud avenues no enthusiasm.

Of course the machine politician is the one who never passes any of the campaign laws in our direction.

The man who dresses well enough to look like a fashion plate is seldom worth much save for exhibition purposes.

If in the form of Daniel cakes, chewing the rag is not so unpleasant.

Simple diet will swell man's pocketbook even if it does not prolong his life.

The unkind girl generally has a face that no one wants to kiss, anyhow.

We sure you are right—and then take out a little accident insurance.

## Striking Similarity

After reading Henry van Dyke's comparison of Wilson with Washington we admit that there is a resemblance. Both their last names begin with the same letter.

Who has stowed a few millions away—  
A master of craft who has raked in the graft  
In a highly respectable way—  
And got the machinery ready  
For sliding him over the skids  
He waits in despair: "This attack  
Isn't fair;  
It will ruin my wife and kids!"

Why couldn't they let him alone!

Are all for their family's sake.  
These pious pleas from their loved ones  
Are always profoundly appealing;  
Yet never a grafter the sheriff goes after  
Seems to think of the kids when he's stealing!

Why Go So Far Afield?  
Secretary Ballou seems unduly elated by the discovery of great quantities of bone in Alaska. Why doesn't he keep his eyes open in Washington?

Mr. Tait speaks from the heart when he denounces the primaries as a fraud. They got him a nomination that was good in only two states of the Union.

## LOOKING FORWARD!

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This is exactly what would happen in case of an immediate war!

## More Truth Than Poetry

By James J. Montague

### THE OLD STALL

THE looter who's caught with the savings  
He stole from the credulous poor  
Finds doing his time for this favorite crime  
Uncommonly hard to endure.  
It isn't himself that he cares for.  
He says with a pitiful moan.  
But, oh! the disgrace that his children must face!  
Why couldn't they let him alone!

And then one  
Admiral Fletcher says there are fifteen vital defects in the navy. Discipline prevents him from adding the sixteenth, and president, who happens to be his superior in office.

No Place for a Search  
If, as Senator Lodge announced, popular government has been lost in the United States, it will be necessary to go somewhere besides Washington to look for it.

A Clack!  
Of course Mr. Wilson may change his mind again about the second term plank, but he will change it still again before the convention.

No Volunteers Yet  
It looks as if Mr. Wilson would have to resort to conscription in order to fill the Cabinet.

The Mystery Cleared  
We now understand the puzzle of Mr. Wilson's single track mind. It is on a turntable.

## Marriage as a Crucible

It Brings Out the Best and the Worst in Us, Says Dorothy Dix

—By Dorothy Dix—

A BOSTON woman thinks that much matrimonial infidelity would be prevented if all young couples who are contemplating entering the holy estate were compelled to go before a commission and make satisfactory replies to a number of queries that she suggests. Among these leading questions that she would put to the matrimonial candidates is this: "How long have you known each other?"

I wonder what the right answer to that conundrum is.

A man and a woman who had never been married might say an hour—a day—a week—a year—ten years, according to whether they were romantic and impulsive or matter-of-fact and prudent.

But those who have been married have found out from their own personal experience that it doesn't make a particle of difference how much or how little previous acquaintance you have had with the party of the other part before you were married to the said party of the other part, because you never know him or her until after you are married, and then it's too late.

### The Crucial Experience

The truth is that matrimony is one of the crucial experiences of life that bring out the best and the worst that is in us, and none of us knows until we have been through it just how close we, or another, can come to the angels, and how near we can descend to the brutes. Therefore, before marriage we not only unconsciously deceive our husbands or wives, but we are totally ignorant of our own potentialities.

To a certain degree marriage develops whatever is the leading characteristic of the individual, so that it may be said that what a man or woman is before marriage he or she will be after marriage, only more so.

Thus the girl who is given to making sarcastic and biting speeches before marriage is pretty apt to develop into a shrew after marriage, and the man who is lousy as a sutor is likely to be a tyrannical husband, while he who is close in the courtship days may be counted on to keep a padlock on his pocketbook in domestic life.

So far as these characteristics go, something may be said in favor of marrying only those whom you have known long enough to observe their tricks and their manners, and draw deductions therefrom.

### No Guide to Win

In the lottery of marriage, however, there are no rules for playing the game so as to win. They are all exceptions, and well-to-do just as often change a person's characteristics as it intensifies them. All of us know men who have married poor girls who were noted for their thrifty and domestic traits, hoping thereby to get economical helpmates, but at the minute these models of economy and industry were married they became extravagant and lazy.

We also know girls who were frivolous and fashionable and extravagant, and who, everybody predicted, would ruin their husbands, metamorphosed by the marriage ceremony from butterflies into household grubs, and who were ever after the best cooks and managers in the community.

Sometimes, too, a man who is hard and stingy to all the world is tender and generous toward his wife, while the girl who is most admired by the outside world for her virtues, is cruel and unkind to his own family—which all goes to show that you never can tell what sort of a wife or husband any woman or man will make.

Marriage is the acid test of character, and until it is applied there is no knowing what is pitchback and what pure gold, and by the time you have made your test it's too late for anything but Reno or making the best of your bargain.